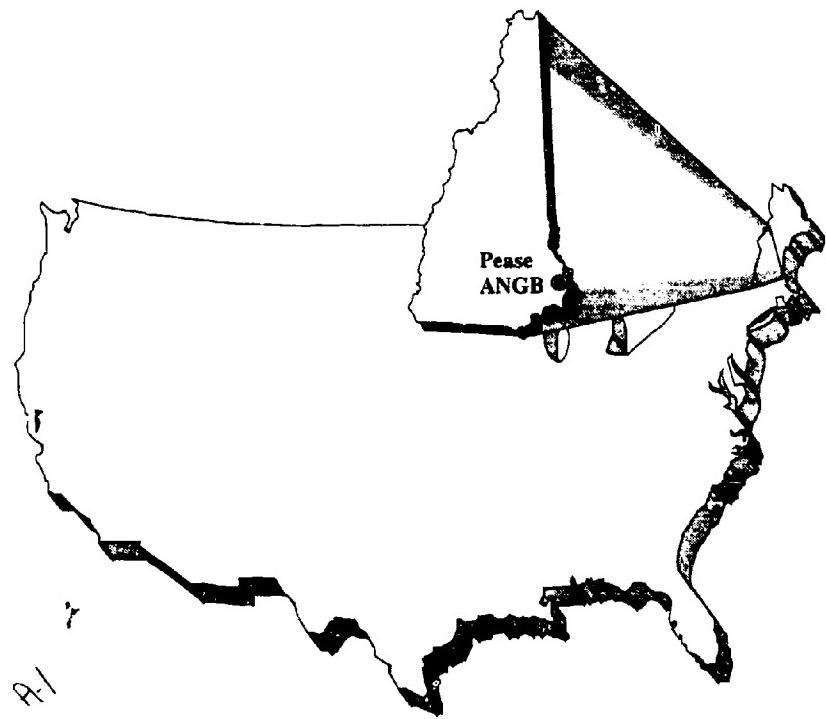


**AD-A286 849**



**Environmental Assessment  
Beddown of the Northeast Tanker Task Force  
Pease Air National Guard Base, New Hampshire**

**95-02332**



**AIR NATIONAL GUARD BUREAU  
Pease Air National Guard Base, New Hampshire**

**November 1995**

95 11 2000

## FINDING OF NO SIGNIFICANT IMPACT

### BEDDOWN OF THE NORTHEAST TANKER TASK FORCE AT PEASE AIR NATIONAL GUARD BASE, NEW HAMPSHIRE

Pursuant to the Council on Environmental Quality regulations for implementing the procedural provisions of the National Environmental Policy Act (40 Code of Federal Regulations 1500-1508), Air Force Instruction 32-7061, and Department of Defense (DOD) Directive 6050.1, the National Guard Bureau has conducted an assessment of the potential environmental consequences of the operational activities associated with the Northeast Tanker Task Force (NE TTF) at Pease Air National Guard Base (ANGB), New Hampshire. The Environmental Assessment considered all potential impacts of the Proposed Action and No-Action Alternative, both as solitary actions and in conjunction with other proposed activities. This finding of no significant impact summarizes the results of the evaluations of proposed operational activities of the NE TTF at Pease ANGB. The discussion focuses on activities which have the potential to change both the natural and human environments.

#### Description of the Proposed Action and No-Action Alternative

The Proposed Action is to bed down part of the NE TTF function to Pease ANGB. Pease ANGB encompasses approximately 220 acres of the former Pease AFB which closed in September 1991. NE TTF supports U.S. Air Force deployment and redeployment operations across the Atlantic Ocean. Under the Proposed Action, KC-135 tanker aircraft arrive from their home units and would operate from Pease ANGB on a temporary basis (one day to a week). The tanker aircraft would operate from Pease ANGB to supply fuel to fighter aircraft already airborne, and escort these aircraft across the Atlantic Ocean providing en route air refueling support along the way. Under the Proposed Action, KC-135E or R model aircraft supporting the NE TTF operations would conduct approximately 18 air refueling missions per month or 36 operations (an operation is a takeoff or a landing) out of Pease ANGB. No new construction or building modification would be associated with this action. Approximately 25 NE TTF personnel positions would be created at Pease ANGB to support operations. Under the No-Action Alternative the NE TTF would not beddown at Pease ANGB.

During the decision process, I decided to implement the Proposed Action. This option was chosen to meet the air refueling requirements of fighter aircraft crossing the Atlantic Ocean. Therefore, the summary of environmental consequences listed below are associated with this action.

#### Summary of Environmental Consequences

The proposed operational requirements would not change land use or aesthetics in the area on or surrounding Pease ANGB. The 25 personnel positions associated with NE TTF operations would not impact the level of service on local roadways or affect local utility services. NE TTF aircraft operations would use established air traffic procedures; therefore, there would be no impact to airspace. Because hazardous materials and hazardous waste management use and generation would be similar to those for current KC-135 operations, no impacts to this resource are anticipated. The activities associated with NE TTF activities would not affect the current investigations or remediation of contaminated sites under the Installation Restoration Program. Under the Proposed Action, no ground-disturbing activities are planned; therefore, geology, soils, and water resources would not be impacted. Any potential fuel spills resulting from the Proposed Action would be handled in accordance with the Pease ANGB spill prevention and response plan.

Activities associated with the NE TTF would not affect the current air quality attainment status in the region, and operations would be in compliance with applicable federal and state air quality regulations.

NE TTF operations would increase aircraft operations; however, the increase would not be sufficient to significantly affect the local noise environment. Because no ground-disturbing activities or building modifications are planned under the Proposed Action, no direct impacts to biological resources or cultural resources would occur. Noise associated with the KC-135 aircraft would be similar to existing conditions and would not affect local wildlife.

#### Cumulative Impacts

Cumulative impacts that could occur from this action in conjunction with other actions in the region were previously analyzed in the Final Environmental Impact Statement, Disposal and Reuse of Pease Air Base, New Hampshire, Volumes I and II, dated June 1991, and the Final Supplemental Environmental Impact Statement, Disposal and Reuse of Pease Air Force Base, New Hampshire, dated August 1995.

#### Decision

As a result of the analysis of impacts in the Environmental Assessment, it was concluded that the proposed operation of the NE TTF would not have a significant effect on the human or natural environments, and therefore an environmental impact statement will not be prepared.

Approved: Laird Van Caudle

Date: 14 Nov 95

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FINDING OF NO SIGNIFICANT IMPACT

**COVER SHEET  
ENVIRONMENTAL ASSESSMENT  
BEDDOWN OF THE NORTHEAST TANKER TASK FORCE  
AT  
PEASE AIR NATIONAL GUARD BASE, NEW HAMPSHIRE**

- a. **Responsible Agency:** National Guard Bureau
- b. **Proposed Action:** Beddown of the Northeast Tanker Task Force (NE TTF) at Pease Air National Guard Base (ANGB), Rockingham County, New Hampshire
- c. **Written comments and inquiries regarding this document should be directed to:**  
Mr. Jonathan D. Farthing, Chief, Environmental Analysis Division, Environmental Conservation and Planning Directorate, HQ AFCEE/ECA, 3207 North Road, Brooks Air Force Base, Texas, 78235-5363, (210) 536-3787
- d. **Report Designation:** Environmental Assessment (EA)
- e. **Abstract:** The Proposed Action is to beddown part of the NE TTF function from Plattsburg Air Force Base (AFB), New York, which closed in April 1995, to Pease ANGB. Pease ANGB encompasses approximately 220 acres of the former Pease AFB, which closed in September 1991. NE TTF supports U.S. Air Force deployment and redeployment operations across the Atlantic Ocean. This EA analyzes the potential environmental impacts from this relocation at Pease ANGB. Under the Proposed Action, KC-135 tanker aircraft would arrive from their home units and would operate from Pease ANGB on a temporary basis (from one day to one week). The tanker aircraft would operate from Pease ANGB to supply fuel to fighter aircraft already airborne, and escort these aircraft across the Atlantic Ocean providing en route air refueling support along the way. Without the staging base on the northeast coast, tanker aircraft would have to fly greater distances, using the aircraft internal fuel supply which would not allow sufficient fuel to support the air refueling mission. Under the Proposed Action, approximately 18 air refueling missions per month, or 36 operations (an operation is a takeoff or a landing), would be flown out of Pease ANGB using KC-135E or R model aircraft supporting the NE TTF operations. No new construction or building modification would be associated with this action. Approximately 25 NE TTF personnel positions would be created at Pease ANGB to support operations. This EA analyzes potential impacts from the proposed activities on land use, transportation, utilities, hazardous materials and hazardous waste management, geology and soils, water resources, air quality, noise, biological resources, and cultural resources. The National Guard Bureau has determined that no significant impacts to these resources would result from the Proposed Action. Cumulative impacts that could occur from this action in conjunction with other actions in the region were previously analyzed in the Final Environmental Impact Statement, Disposal and Reuse of Pease Air Base, New Hampshire, Volumes I and II, dated June 1991, and the Final Supplemental Environmental Impact Statement, Disposal and Reuse of Pease Air Force Base, New Hampshire, dated August 1995.

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*Northeast Tanker Task Force EA*

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## **1.0 PURPOSE AND NEED FOR THE PROPOSED ACTION**

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The National Environmental Policy Act (NEPA), the Council on Environmental Quality (CEQ) regulations implementing the Act (40 Code of Federal Regulations [CFR] 1500-1508), Department of Defense (DOD) Directive 6050.1, and Air Force Instruction (AFI) 32-7061, which implements these laws and regulations, direct that DOD, U.S. Air Force, and National Guard Bureau officials consider environmental consequences when authorizing or approving federal actions. Accordingly, this Environmental Assessment (EA) analyzes the potential environmental consequences of the operational considerations of the beddown of the Northeast Tanker Task Force (NE TTF) at Pease Air National Guard Base (ANGB), New Hampshire (Figure 1-1).

### **1.1 PURPOSE AND NEED**

Currently there is no active duty U.S. Air Force installation in the northeast capable of supporting KC-135 transatlantic air refueling missions. Prior to the Defense Base Closure and Realignment Act (DBCRA) of 1990, Plattsburg Air Force Base (AFB), New York, served as the focal point of air refueling operations in the northeast United States. Continuation of the northeast tanker refueling mission is needed to support fighter aircraft crossing the Atlantic Ocean both east and west. Without a suitable staging base on the northeast coast, the KC-135 tanker aircraft would have to fly greater distances, using the aircraft's internal fuel supply which would not allow sufficient fuel to efficiently support the air refueling mission. Selection of a suitable installation capable of supporting the transatlantic refueling mission is dependent upon two critical operational elements, location and infrastructure.

With the closure of Plattsburg AFB, a search of various installations having a minimum runway length of 11,000 feet, minimum runway width of 150 feet, airfield pavements of sufficient load-bearing strength to handle a KC-135, active KC-135 operations, and a northeast location was initiated. An analysis of the operational and support capabilities of various air bases located in the northeast coastal region of the United States was conducted. Of the installations evaluated, only Pease ANGB and Bangor International Airport in Maine satisfied the majority of the operational and support criteria established. Neither installation has the required infrastructure to implement the entire NE TTF operation individually.

The Proposed Action is to bed down part of the NE TTF function at Pease ANGB. The purpose of the Proposed Action is to ensure the staging KC-135 tanker aircraft to supply fuel to airborne fighter aircraft and escort these aircraft across the Atlantic Ocean while providing the fighter aircraft with air refueling support along the way.

### **1.2 DECISIONS TO BE MADE BY THE NATIONAL GUARD BUREAU**

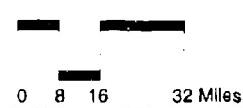
The decisions to be made by the National Guard Bureau regarding the beddown of the NE TTF are to: (1) decide if the NE TTF should beddown at Pease ANGB, and (2) select mitigation measures (if required) to be implemented as part of the Proposed Action, which



**EXPLANATION:**

- County Boundaries
- State Boundaries

**Regional Map**



**Figure 1-1**

would avoid, minimize, rectify, or reduce potential significant adverse effects to the environment.

### 1.3 SCOPE OF THE ENVIRONMENTAL REVIEW

This EA describes and addresses the potential environmental impacts of conducting the beddown of the NE TTF, with its associated operational activities at Pease ANGB (Proposed Action). The EA also evaluates the potential environmental impacts associated with no beddown of the NE TTF at Pease ANGB (No-Action Alternative).

Consistent with AFI 32-7061 and the CEQ regulations, the scope of analysis presented in this EA is defined by the potential range of environmental impacts that would result from implementation of the Proposed Action and No-Action Alternative. As part of the scoping process, a description of the Proposed Action was provided to interested individuals and public agencies requesting comments that the public felt should be included in the EA. These comments were used in the development of the Draft FA. In October 1995, the Draft EA was made available for public review and comment. All comments were reviewed and addressed, when applicable, and considered in the development of the EA.

Initial analysis of the alternatives indicated that the beddown of the NE TTF would not result in either short- or long-term impacts to land use and aesthetics, transportation (including airspace), utilities, Installation Restoration Program (IRP) sites, geology and soils, water resources, biological resources, and cultural resources. The rationale for not addressing these resources is presented in Sections 1.3.1 through 1.3.8.

Resources that have a potential for impact were considered in more detail in order to provide decision makers with sufficient evidence and analysis for determining whether to prepare an environmental impact statement (EIS) or a finding of no significant impact (FONSI) (40 CFR 1508.9). The resources analyzed in more detail are: hazardous materials and hazardous waste management, air quality, and noise. Descriptions of the affected environment and the potential environmental consequences relative to these resources are addressed in Sections 3.0 and 4.0, respectively.

According to CEQ regulations (Section 1502.21), agencies shall incorporate material into an environmental document by reference when the effect will be to cut down on the bulk without impeding agency and public review of the action. This EA, therefore, incorporates the Final Environmental Impact Statement, Disposal and Reuse of Pease Air Base, New Hampshire, Volumes I and II, dated June 1991, and the Final Supplemental Environmental Impact Statement, Disposal and Reuse of Pease Air Force Base, New Hampshire, dated August 1995. Copies of these documents are available for review at the local public libraries, in the Town of Newington and City of Portsmouth New Hampshire, and Town of Kittery, Maine. Both of these EISs include the proposed military activities at Pease ANGB as part of the comprehensive base reuse alternatives and, therefore, the direct and indirect cumulative impacts associated with the military actions in conjunction with civilian redevelopment.

### **1.3.1 Land Use and Aesthetics**

The aircraft and personnel associated with the NE TTF would utilize existing facilities at Pease ANGB within an area designated for military aircraft use. There would be no change to existing land use or aesthetics; therefore, this resource is not analyzed further.

### **1.3.2 Transportation**

The addition of 25 permanent NE TTF personnel positions to the Portsmouth/Newington area represents less than 0.001 percent of the traffic volume and would not significantly affect the level of service on local roads. In addition, the increase of approximately six truck loads of fuel per week to support NE TTF operations would not affect local surface traffic. Because the NE TTF aircraft would use established air traffic procedures and patterns at Pease International Tradeport, local airspace would remain the same. Overall, there would be no effect to transportation from the proposed NE TTF beddown; therefore, this resource is not analyzed further.

### **1.3.3 Utilities**

The addition of 25 permanent personnel positions to the Portsmouth/Newington area would represent a negligible increase in local population and would not affect local utility capacity or demand; therefore, this resource is not analyzed further.

### **1.3.4 Installation Restoration Program**

No ground-disturbing activities are planned as part of the Proposed Action. NE TTF operations would not impact the continued investigations and remediation of contaminated sites; therefore, this resource is not analyzed further.

### **1.3.5 Geology and Soils**

Under the Proposed Action there would be no construction or ground-disturbing activities; therefore, there would be no impact to geology and soils and this resource is not analyzed further.

### **1.3.6 Water Resources**

Under the Proposed Action there would be no construction or ground-disturbing activities; therefore, no construction-related impacts to water resources would occur. Any potential fuel spills associated with NE TTF activities would be handled in accordance with the Pease ANGB spill prevention and response plan, and the Pease Development Authority will continue to monitor storm water runoff according to the Pease Development Authority's National Pollutant Discharge Elimination System (NPDES) permit. In addition, there may be a small increase in the use of deicing fluids (propylene glycol) with the Proposed Action similar to current conditions; however, the use would be reported to the Pease Development Authority and monitored under the NPDES permit. Overall, no impacts are anticipated to water resources and this resource is not analyzed further.

### **1.3.7 Biological Resources**

Because no construction or ground disturbance is planned as part of the Proposed Action there would be no direct or indirect impacts to biological resources including wetlands. The noise associated with the addition of 36 aircraft operations per month (3 percent increase from current conditions) from the same type of aircraft already flown at Pease ANGB should not impact local wildlife. Therefore, this resource is not analyzed further.

### **1.3.8 Cultural Resources**

Under the Proposed Action, there would be no construction or building modifications; therefore, there would be no impact to cultural resources and this resource is not analyzed further.

## **1.4 APPLICABLE REGULATORY REQUIREMENTS AND COORDINATION**

No permits or regulatory requirements/coordination is required for the implementation of the Proposed Action.

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## **2.0 DESCRIPTION OF THE PROPOSED ACTION AND ALTERNATIVES**

### **2.1 DESCRIPTION OF THE PROPOSED ACTION**

The Proposed Action is to bed down the NE TTF function at Pease ANGB, New Hampshire (Figure 2-1). NE TTF supports U.S. Air Force deployment and redeployment operations across the Atlantic Ocean. Under the Proposed Action, KC-135 tanker aircraft would arrive from their home units and operate from Pease ANGB on a temporary basis (from one day to one week). The tanker aircraft would operate from Pease ANGB to supply fuel to fighter aircraft already airborne, and escort these aircraft across the Atlantic Ocean providing en route air refueling support along the way. Part of the NE TTF operations would be supported by KC-135 aircraft of the 157 Air Refueling Group (ARG) already stationed at Pease ANGB. This EA analyzes the net effects of NE TTF aircraft operating from Pease ANGB during staging operations.

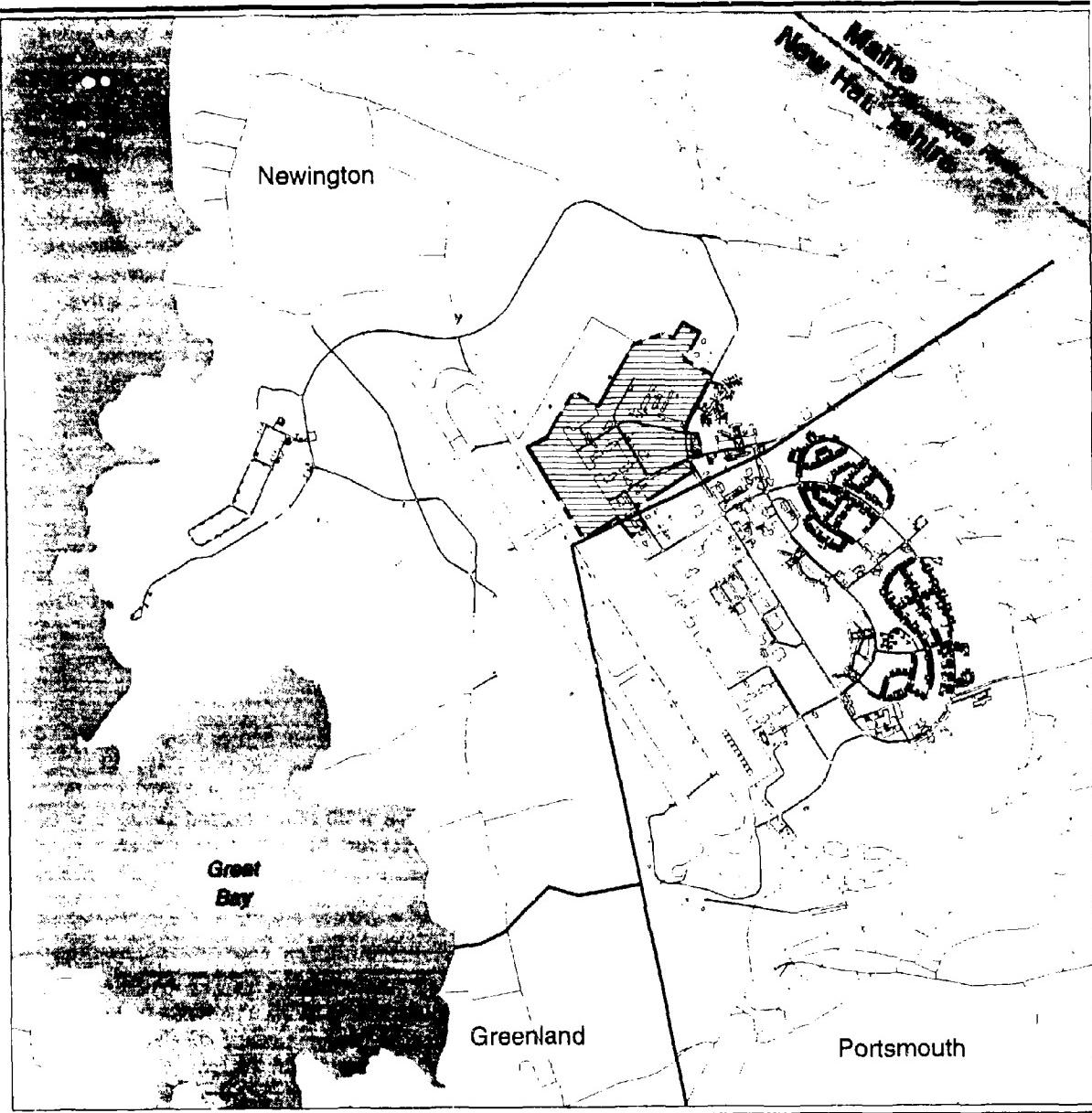
The proposed bed down would include establishing the support personnel and associated functions, supplies, and equipment at Pease ANGB in November 1995. No new facility construction or infrastructure improvements would be required at Pease ANGB to support the bed down.

#### **2.1.1 Characteristics of the Aircraft Involved**

The KC-135 is a large aircraft primarily used for high-altitude refueling and air cargo movement. It is structurally similar to the Boeing 707 commercial airliner, with a smaller diameter fuselage. Power is provided by four turbofan engines. The range of the KC-135 is approximately 6,000 miles, with a typical operating altitude of 30,000 feet, and its transporting capacity is approximately 29,000 gallons of jet fuel. The KC-135R aircraft is currently being flown from Pease ANGB by the 157 ARG.

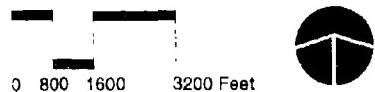
#### **2.1.2 Aircraft Operations**

Under the Proposed Action, KC-135R or E model aircraft supporting the NE TTF operations would conduct approximately 18 air refueling missions per month or 36 operations (an operation is a takeoff or a landing) out of Pease ANGB. The fleet mix would consist of approximately 85 percent of the operations from KC-135R models with the remaining operations from KC-135E. Of the 36 operations per month, approximately 9 operations would be conducted at night (10 p.m. to 7 a.m.). Air traffic patterns would be consistent with established procedures at Pease International Tradeport. The flight activities of the NE TTF would use existing air refueling tracks at altitudes of greater than 16,000 feet mean sea level. No flight training operations, such as touch and goes, would be conducted by NE TTF aircraft.



**EXPLANATION:**

- Pease ANGB
- Base Boundary
- Town Boundaries
- State Boundaries



**Pease Air National  
Guard Base**

**Figure 2-1**

### **2.1.3 Ground/Flight Operations**

Ground operations would consist of administrative and flight preparation activities for the NE TTF KC-135 aircraft. Up to four aircraft would be staged at Pease ANGB at any given time during normal operations. NE TTF aircraft that arrive at Pease ANGB would go through a normal through-flight inspection. If this inspection reveals any aircraft problems, maintenance would be performed. No periodically scheduled maintenance would be performed on NE TTF aircraft while at Pease ANGB. The 157 ARG at Pease ANGB would provide any routine maintenance support required for the staging aircraft.

Hazardous materials that may be used during these activities include lubricants, cleaning solvents, epoxies, oils, adhesives, and hydraulic fluid. Small amounts of these materials would be stored in hazardous materials storage facilities located within each maintenance shop as part of the 157 ARG operational requirements.

Hazardous waste generated as part of the NE TTF would be handled along with 157 ARG waste in accordance with the Resource Conservation and Recovery Act (RCRA) and applicable federal, state, and local regulations. Any hazardous materials/waste spills would be cleaned up in accordance with the base's spill prevention and response plan. Personnel safety for all NE TTF operations would be in accordance with applicable Occupational Safety and Health Administration, and U.S. Air Force Occupational Safety and Health regulations.

Flight preparation activities would include fueling the KC-135 with JP-8 jet fuel from a hydrant system. Based on 18 missions per month, approximately 390,000 gallons of JP-8 fuel per month would be utilized to conduct NE TTF operations. To meet the fuel requirements, approximately six truck loads of fuel would be needed per week. The JP-8 fuel used by the NE TTF would be supplied by Pease ANGB using existing fuel systems and storage facilities. No modifications to the existing systems would be required.

### **2.1.4 Personnel Summary**

Activities associated with the NE TTF would include approximately 25 full-time personnel positions at Pease ANGB. The NE TTF personnel would represent a 7 percent increase over the 363 full-time personnel required to support operations at the Pease ANGB. NE TTF personnel associated with the staging aircraft would consist of a crew of four to seven persons per aircraft. Up to four aircraft would be staged at Pease ANGB at any given time for a period from one day to one week.

## **2.2 ALTERNATIVES TO THE PROPOSED ACTION**

### **2.2.1 No-Action Alternative**

The No-Action Alternative would mean that the NE TTF would not bed down at Pease ANGB, and the current military operations at this location would remained unchanged.

### **2.3 ALTERNATIVES CONSIDERED BUT ELIMINATED FROM FURTHER STUDY**

Alternatives to the Proposed Action would be to bed down the NE TTF to another military installation that can support the refueling mission of the KC-135. The criteria used to site the NE TTF included runway length and width (11,000 feet by 150 feet), runway and taxiways of sufficient load-bearing construction to handle the KC-135, and facilities that have a KC-135 unit in place to provide on-site maintenance support and are located in the northeast United States. After a review of existing Air Force, National Guard, and Air Force Reserve installations in the northeast, only Pease ANGB and the National Guard facilities at Bangor International Airport, Maine, were determined to meet all the criteria. Pittsburgh International Airport/Air Reserva Station and McGuire AFB were both considered but eliminated from further study because of the extra distance from the rejoin point for refueling, and McGuire AFB also lacked an 11,000-foot runway and enough aircraft parking space. Because neither Pease ANGB or Bangor International Airport had enough personnel positions to support the entire NE TTF mission, the NE TTF was divided between both locations. A separate environmental document was prepared for the relocation of part of the NE TTF to Bangor International Airport.

### **2.4 COMPARISON OF ENVIRONMENTAL IMPACTS**

This section presents comparative analysis of the Proposed Action and No-Action Alternative. Detailed discussion of potential effects are presented in Section 4.0, Environmental Consequences.

Neither the Proposed Action nor the No-Action Alternative are anticipated to have significant environmental impacts. Under the Proposed Action, hazardous materials and hazardous waste management use and generation would be similar to those for current KC-135 operations, and therefore, no impacts to this resource are anticipated. Activities associated with the NE TTF would not affect the current air quality attainment status in the region, and operations would be in compliance with applicable federal and state air quality regulations. NE TTF operations would increase aircraft operations; however, the increase would not be sufficient to affect the local noise environment. No impacts are anticipated under the No-Action Alternative.

## **3.0 AFFECTED ENVIRONMENT**

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This chapter describes the environmental conditions at Pease ANGB. The environmental components addressed include relevant natural or human environments that are likely to be affected by the Proposed Action and No-Action Alternative. The baseline addressed in this EA summarizes the affected environments found in the Final EIS (FEIS) and Part 2 of the Final Supplemental EIS (FSEIS) for the Disposal and Reuse of Pease AFB (U.S. Air Force, 1991, 1995).

Based on the installation and operational characteristics of the Proposed Action and alternatives (Section 2.0), it was determined that the potential exists for the following resources to be affected: hazardous materials and hazardous waste management, air quality, and noise.

### **3.1 HAZARDOUS MATERIALS AND HAZARDOUS WASTE MANAGEMENT**

Hazardous solid and liquid wastes are generated by Pease ANGB during routine aircraft maintenance operations. Generally, these wastes include: fuels and oils, degreasing solvents, paint residues, and miscellaneous hazardous substances.

At Pease ANGB, responsibility for hazardous materials rests with the industrial hygienist. The hazardous materials program is modeled after the Air Force industrial hygienist program. The program identifies hazardous materials shipped to the ANGB and hazardous materials used in the workplace. Overall delivery and storage of quantities of certain materials are limited by the industrial hygienist. Operations at the base also comply with the Occupational Safety and Health Act (OSHA) Hazardous Communication standard. Material Safety Data Sheets (MSDSs), which describe the hazards associated with a material, precautions to take in the event of a spill or fire, and how to prevent occupational exposure to the material, are kept with the hazardous material at the use/storage site of each hazardous material. In addition, the base has developed a plan to respond to hazardous materials/waste spills using trained emergency response personnel (e.g., Fire Department, Spill Response Team, medical units).

Hazardous waste management at Pease ANGB complies with applicable environmental legislation. The National Guard at Pease ANGB is responsible for compliance within their organization; for independently tracking hazardous materials and hazardous wastes from cradle-to-grave; for proper hazardous waste identification, storage, transportation, and disposal; and for implementing strategies to reduce the volume and toxicity for the hazardous waste generated. Hazardous waste generated is temporarily stored in an approved area for 90 days when the hazardous waste is shipped off site. The hazardous waste generated by the National Guard is disposed of through the Defense Reutilization and Marketing Office (DRMO) at Portsmouth Naval Shipyard. Activities at Pease ANGB generate approximately 300 gallons of hazardous waste per month consisting of waste fuels and solvents. In addition, approximately 600 pounds of hazardous waste per month is generated from cleaning compounds, absorbents, and batteries. Recyclable material, such

as used oils and batteries are recycled through the Defense Reutilization and Marketing Office (DRMO) at Portsmouth Naval Shipyard.

### 3.2 AIR QUALITY

This section summarizes the air quality affected environment described in the FSEIS for Disposal and Reuse of Pease AFB (U.S. Air Force, 1995).

The federal Clean Air Act, 42 U.S. Code (U.S.C.) §§ 7401-7671(q), most recently amended in November 1990, provides that emission sources must comply with the air quality standards and regulations, which have been established by the federal, state, and county regulatory agencies. These standards and regulations focus on (1) the maximum allowable ambient pollutant concentrations and (2) the maximum allowable emissions from individual sources. Under Section 176(c) of the 1990 Clean Air Act Amendments (CAA), no federal agency may support in any way a project that does not conform to an applicable State Implementation Plan (SIP).

Federal air quality standards have been established by the U.S. Environmental Protection Agency (EPA) and termed the National Ambient Air Quality Standards (NAAQS). New Hampshire and Maine have also established ambient air quality standards (NHAAQS and MAAQS, respectively), which are at least as stringent as the NAAQS. These standards specify concentration levels for various averaging times below which the air quality is considered acceptable with an adequate margin of safety. The standards are maximum concentration "ceilings" measured in terms of the total concentration of a pollutant in the atmosphere. Compliance with standards is based on the total estimated air quality, which is the sum of the modeled emission increases plus ambient background concentrations.

Federal and state air pollution control regulations distinguish between "attainment areas," which are in compliance with the NAAQS, and "nonattainment areas," which are not in compliance with the NAAQS for the following criteria pollutants: carbon monoxide (CO), nitrogen dioxide (NO<sub>2</sub>), sulfur dioxide (SO<sub>2</sub>), total suspended particulates (TSP), particulate matter equal to or less than 10 microns in diameter (PM<sub>10</sub>), and ozone (O<sub>3</sub>). Areas in which sufficient air quality data have not been collected are designated "unclassified." These areas are regulated under the same requirements as attainment areas. The Pease AFB area lies within a region designated by the U.S. EPA as being in attainment of the NAAQS for SO<sub>2</sub>, CO, and NO<sub>2</sub>; in nonattainment for ozone; and unclassified for PM<sub>10</sub>.

An SIP is the vehicle by which states adhere to the NAAQS. An SIP contains specific measures by which this goal is attained. The 1990 CAAA require interim reductions in volatile organic compound (VOC) emissions to ensure reasonable progress toward achievement of the NAAQS for ozone. States are required to make SIP revisions that reflect reasonable further progress toward NAAQS attainment. The 1990 CAAA also require the formation of ozone transport regions (OTRs) designed to assist in planning and control of interstate ozone air pollution. Each state located within the transport region is required to submit additional SIP revisions that address VOC levels.

At the time the Air Force and Federal Aviation Administration were reviewing the 1991 Proposed Action and alternatives for reuse of Pease AFB, the New Hampshire SIP had not yet been amended to include new requirements of the 1990 CAAA; therefore, the Pease Development Authority, U.S. EPA, and New Hampshire Department of Environmental Services (NHDES) entered into an Memorandum of Understanding (MOU) on August 1, 1991, to provide assurance of phased and orderly redevelopment in compliance with the 1990 CAAA requirements.

As part of the process to show progress towards attainment, the NHDES adopted the 1996 15-percent Rate-of-Progress Demonstration in January 1994; however, the final U.S. EPA approval is pending. Since the SIP is not approved, the 1991 MOU for the redevelopment of Pease AFB is still in effect. The 1991 MOU VOC restricts total reuse-related emissions generated in New Hampshire including off-site traffic emissions to 3.3 tons per day. However, the NHDES 1996 Rate-of-Progress allocates 2.0 tons per summer day of VOC emissions for on-site Pease AFB redevelopment activities in 1996.

The Pease AFB emission inventory presented in Table 3-1 represents the baseline used in this analysis. The baseline for Pease AFB emissions represents pre-1989 conditions prior to the decision to close Pease AFB, with the exception of traffic emissions which represent 1990 conditions. Emissions of PM<sub>10</sub> and sulfur oxide (SO<sub>x</sub>) for aircraft flight and ground operations and of all pollutants for fire training, aerospace ground equipment (AGE) operations, and fuel evaporation are from the 1987 Pease AFB Air Emissions Inventory presented in the FEIS for the closure of Pease AFB (U.S. Air Force, 1990). Emissions of VOC, nitrogen oxides (NO<sub>x</sub>), and CO for aircraft flight and ground operations, and of VOC for surface coating operations, are from the New Hampshire 1990 CAAA Baseline (Cox, 1995). Heating oil combustion emissions were calculated based on pre-1989 permit conditions. Motor vehicle emissions from on-site and off-site traffic were calculated based on 1990 traffic data.

The primary on-site emission sources included aircraft operations AGE, and motor vehicles. Aircraft emissions accounted for 69 percent of total base-related VOC emissions. Off-site emissions include motor vehicle sources from the traffic generated by direct and secondary employees at Pease AFB. Off-site emissions in Maine accounted for 1 percent of total base-related VOC emissions; off-site emissions in New Hampshire accounted for 8 percent of total base-related VOC emissions.

Table 3-1 also provides the total emission inventory for the Seacoast Nonattainment Area and Portland Ozone Moderate Nonattainment Area for the New Hampshire 1990 CAAA Baseline.

### 3.3 NOISE

Noise is usually defined as a sound that is undesirable because it interferes with speech communication and hearing, it is intense enough to damage hearing, or it is otherwise annoying (unwanted sounds). Major sources of noise at Pease ANGB include aircraft operations from A-10, C-5, C-130, KC-135, F-16, and P-3. Other noise sources from Pease ANGB include base traffic and daily aircraft maintenance activities.

**Table 3-1. Preclosure Emissions at Pease AFB (tons per day)**

|                            | VOC          | NO <sub>x</sub> | CO           | PM <sub>10</sub> | SO <sub>x</sub> |
|----------------------------|--------------|-----------------|--------------|------------------|-----------------|
| <b>Pease AFB</b>           |              |                 |              |                  |                 |
| <b>On-Site Emissions</b>   |              |                 |              |                  |                 |
| Fire training              | 0.041        | 0.000           | 0.074        | 0.016            | 0.000           |
| Heating oil combustion     | 0.017        | 1.474           | 0.110        | 0.580            | 7.599           |
| Surface coating            | 0.419        | 0.000           | 0.000        | 0.000            | 0.000           |
| AGE operations             | 0.022        | 0.293           | 0.132        | 0.022            | 0.003           |
| Fuel evaporation           | 0.263        | 0.000           | 0.000        | 0.000            | 0.000           |
| Aircraft flight and ground | 2.702        | 0.721           | 4.334        | 0.058            | 0.058           |
| On-site motor vehicles     | <u>0.085</u> | <u>0.065</u>    | <u>0.675</u> | <u>0.102</u>     | <u>0.005</u>    |
| Total on-site              | 3.549        | 2.553           | 5.325        | 0.778            | 7.665           |
| <b>Off-Site Emissions</b>  |              |                 |              |                  |                 |
| Total in New Hampshire     | 0.326        | 0.289           | 2.484        | 0.454            | 0.022           |
| Total in Maine             | 0.050        | 0.045           | 0.385        | 0.070            | 0.004           |

AGE = aerospace ground equipment  
 CO = carbon monoxide  
 NO<sub>x</sub> = nitrogen oxides  
 PM<sub>10</sub> = particulate matter equal to or less than 10 microns in diameter  
 SO<sub>x</sub> = sulfur oxide  
 VOC = volatile organic compounds

Aircraft operations at Pease AFB under closure conditions reported in the FEIS were 6,570 annual operations associated with the New Hampshire Air National Guard (NHANG) and 8,050 annual transient operations. The NHANG operations consisted of KC-135E and the transient aircraft including C-5A (5,100 annual operations), A-10 (230 annual operations), C-130 (180 annual operations), KC-135R (40 annual operations), F-16 (300 annual operations), and P-3 (2,200 annual operations). Other miscellaneous aircraft visited Pease AFB infrequently and did not have an effect on the noise environment (U.S. Air Force, 1991).

Noise levels associated with the existing military operations under closure conditions in the FEIS were calculated using NOISEMAP 6.0. In airport analyses, areas within levels above day-night average sound level (DNL) 65 decibel (dB) are often considered in land use compatibility planning and impact assessment. Based on modeling results, approximately 5,600 acres were within the DNL 65 dB or greater noise contour. The FEIS indicated that approximately 1,580 people are located within the DNL 65 dB or greater noise contour (U.S. Air Force, 1991).

The Sound Exposure Level (SEL) is used to supplement DNL, especially where sleep disturbance is a concern. The SEL value represents the A-weighted sound level integrated over the entire duration of the noise event and referenced to a duration of 1 second. When an event lasts longer than 1 second, the SEL value will be higher than the highest sound level during the event. The SELs for some models of aircraft were calculated for existing

conditions for two points under the takeoff and landing flight patterns. The two points were located at 6,000 and 12,000 feet, respectively, from the end of the runway. Landing SELs are much louder than takeoff SELs. For the military aircraft operating at Pease ANGB, the C5-A has the loudest landing SEL with levels of 116 dB at 6,000 feet and 111 dB at 12,000 feet. At 6,000 and 12,000 feet, the landing SELs are 102 dB and 98 dB, and 116 dB and 111 dB for the KC-135R and KC-135E, respectively.

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## **4.0 ENVIRONMENTAL CONSEQUENCES**

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This section presents the results of the analysis of potential environmental effects of implementing the Proposed Action and No-Action Alternative. Changes to the natural and human environments that may result from the Proposed Action and alternatives were evaluated relative to the affected environment as described in Section 3.0. For each environmental component, anticipated direct and indirect effects were assessed quantitatively and qualitatively, considering both short-term (construction-related) and long-term (operations-related) project effects. The potential for significant environmental consequences was evaluated utilizing the context and intensity considerations as defined in CEQ regulations for implementing the procedural provisions of NEPA (40 CFR 1508.27).

Cumulative impacts result from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions regardless of what agency undertakes such actions. Cumulative impacts can result from individually minor but collectively significant actions taking place over a period of time. The civilian redevelopment of Pease AFB could contribute to cumulative impacts. The analysis of potential impacts from civilian redevelopment in conjunction with the Proposed Action is presented in the FEIS and FSEIS (U.S. Air Force, 1991, 1995) for disposal and reuse of Pease AFB and is incorporated by reference into this EA. As discussed in the FEIS and FSEIS, potential cumulative impacts may occur from the civilian redevelopment of Pease AFB regardless of the incremental contribution of the NE TTF.

### **4.1 HAZARDOUS MATERIALS AND WASTE MANAGEMENT**

#### **4.1.1 Proposed Action**

Under the Proposed Action, hazardous materials utilized and hazardous waste generated may increase to support NE TTF aircraft repair activities. Maintenance activities on NE TTF KC-135 aircraft would only occur if a repair were required while being staged at Pease ANGB. No periodically scheduled maintenance would be conducted on NE TTF KC-135 aircraft while at Pease ANGB. The repair of NE TTF aircraft would be handled by personnel at Pease ANGB within the maintenance areas that support the 157 ARGs KC-135 aircraft. Therefore, the types of hazardous materials utilized and hazardous waste generated would be the same as those currently managed at Pease ANGB. In addition, any spill of these materials would be handled in accordance with established spill response procedures in place at Pease ANGB. Because the additional hazardous materials utilized and hazardous waste generated by NE TTF activities are expected to be small, would be handled in accordance with applicable regulations, and by personnel trained to handle these materials/waste, no significant impacts are anticipated.

Cumulative environmental effects could occur from hazardous materials and hazardous waste as Pease AFB is redeveloped and commercial operations are increased and added to the current NE TTF operations. However, as analyzed in the FEIS, each private organization is responsible for hazardous materials and hazardous waste management in accordance with

applicable regulations (U.S. Air Force, 1991); therefore, no significant cumulative impacts are anticipated.

#### **4.1.2 No-Action Alternative**

Under the No-Action Alternative, no additional hazardous materials would be utilized or hazardous waste generated by the NE TTF at Pease ANGB; therefore, no significant impacts are anticipated.

### **4.2 AIR QUALITY**

#### **4.2.1 Proposed Action**

Under the Proposed Action, mobile sources would contribute the majority of direct and indirect emissions. These sources would include aircraft operations and motor vehicles from employee commuters. Estimated emissions would be 36 tons per year for CO, 25 tons per year for NO<sub>x</sub>, 2 tons per year for VOCs, 3 tons per year for SO<sub>2</sub>, and 1 ton per year for PM<sub>10</sub>. Other sources would include AGE, fuel evaporation, and other miscellaneous area emissions. These emissions would be negligible. The emissions increase associated with the Proposed Action would not cause new violations of the NAAQS or increase the severity or frequency of existing violations. In addition, the emissions are accounted for in the Pease redevelopment MOU allowance of 3.3 tons per day of VOCs as well as the SIP's 2 tons per day of VOCs.

The cumulative environmental effects of increased air emissions within the region surrounding Pease International Tradeport were analyzed in Part 3 of the FSEIS. The FSEIS addressed potential cumulative impacts from military activities including the NE TTF, commercial redevelopment of Pease AFB, and emission-generating activities within the region.

**Conformity Determination.** Section 176(c) of the Clean Air Act provides that a federal agency cannot support an activity in any way unless the federal agency determines that activity will conform to the purpose of a U.S. EPA-approved SIP for attaining and maintaining the NAAQS. This means that federally supported or funded activities will not: (1) cause or contribute to any new violation of any standard; (2) increase the frequency or severity of any existing violation of any standard; or (3) delay the timely attainment of any standard or any required interim emission reductions or other milestones in any area. In accordance with Section 176(c), the U.S. EPA promulgated the final conformity rule for general federal actions on November 30, 1993, which is codified as 40 CFR 51 Subpart W, and 40 CFR 93 Subpart B. The 40 CFR 93 Subpart B applies to federal agencies until states revise their SIPs to adopt a conformity rule at least as stringent as U.S. EPA's rule (40 CFR 51 Subpart W).

The current rule defines the emission thresholds that determine whether the federal action requires a formal conformity determination. Federal actions with total direct and indirect emissions that remain below the emission thresholds are presumed to conform and do not require written conformity determinations prior to implementation. The emission thresholds

are based on the region's nonattainment status and regional emission levels. The specific de minimis emission thresholds for Pease International Tradeport are 50 tons per year for both VOC and NO<sub>x</sub> emissions (ozone precursors). The definitions of total direct and indirect emissions for conformity purposes distinguish emissions according to timing and location rather than the type of emission source. Direct emissions occur at the same time and place as the federal action. Indirect emissions include those that may occur later in time or at a distance from the federal action. In addition the conformity rule limits the scope of indirect emissions to those which can be quantified and are reasonably foreseeable by the federal agency at the time of analysis, and those for which the federal agency can practicably control and maintain control through its continuing program responsibility.

As described above, direct and indirect emissions associated with the Proposed Action would consist primarily of the aircraft operations, ground operations, and employee motor vehicle commuter trips. Based on the emission analyses, the direct and indirect emissions for the activities described in Section 2.0 would remain well below the de minimis emission thresholds of 50 tons per year of VOCs and NO<sub>x</sub>, and, therefore, would not be subject to a written conformity determination.

#### **4.2.2 No-Action Alternative**

Under the No-Action Alternative, there would be no change in air quality emissions at Pease International Tradeport; therefore, no significant impacts would occur.

### **4.3 NOISE**

#### **4.3.1 Proposed Action**

Under the Proposed Action, the NE TTF would account for 432 additional annual aircraft operations at Pease International Tradeport. Of these operations, approximately 108 would occur at night (10:00 p.m. to 7:00 a.m.) and would consist mostly as takeoffs. The FSEIS updated the actual and projected military use of Pease International Tradeport using data obtained from the 157 ARG and Air Mobility Command. This resulted in a revision of the total military operations to 14,200, down 400 from the 14,600 modeled for reuse alternatives in the FEIS (U.S. Air Force, 1991). Most of the net reduction is the result of a reduction in C5 aircraft operations which represent the loudest aircraft operations in the fleet mix. The total of 14,200 operations include the 432 operations anticipated under the maximum tasking under the NE TTF. The FEIS noise modeling was based on 450 night KC-135E model operations. Under the Proposed Action, there would be approximately 14,200 aircraft operations at Pease ANGB, including the NE TTF and NHANG 1995 operations. Therefore, the noise analysis for military aircraft presented in the FEIS under the reuse alternatives captures the noise conditions as well as for the Proposed Action because it covers a greater range, using louder aircraft than anticipated under the NE TTF activities. Overall it is not anticipated that the limited number of aircraft operations of the NE TTF would significantly affect the noise environment at Pease ANGB. The SEL from NE TTF aircraft would be similar to those presented in Section 3.3, Noise.

Cumulative environmental effects could occur as Pease AFB is redeveloped and commercial aircraft operations are increased and added to the military operations. Based on 1995 data, it is anticipated that the commercial aircraft operations would increase over those projected for the Proposed Action in the FEIS. Based on an evaluation of the Refined Proposed Action identified in the FSEIS (U.S. Air Force, 1995), it appears that the overall change in aircraft would lead to an increase in the area impacted by noise from the modeled noise environment analyzed for the FEIS. The cumulative noise environment should not be adversely affected by the slight increase in overall commercial operations or in nighttime operations due to the reduction in the amount of noisy aircraft operations, such as the C-5, which tend to dominate the noise environment. In addition, the overall noise levels associated with the proposed commercial and military operations as part of the redevelopment are expected to decrease as quieter aircraft are introduced into the aircraft fleet mix. In conclusion, the noise analysis addressed in the FEIS (U.S. Air Force, 1991) are valid for the types of impacts anticipated under the current reuse scenarios.

#### **4.3.2 No-Action Alternative**

Under the No-Action Alternative there would be no increase in noise related to flight operations from the NE TTF; therefore, no significant impacts would occur.

#### **4.4 COMPATIBILITY OF THE PROPOSED ACTION WITH THE OBJECTIVES OF FEDERAL, REGIONAL, STATE, AND LOCAL LAND USE PLANS AND POLICIES**

The Proposed Action is not expected to significantly change the current noise environment or affect land use policies or plans in the area surrounding Pease International Tradeport. In addition, the proposed NE TTF operations are compatible with the military activities at Pease ANGB. There would be no change to current land use plans and policies under the No-Action Alternative.

#### **4.5 UNAVOIDABLE ADVERSE ENVIRONMENTAL EFFECTS**

The implementation of the Proposed Action or No-Action Alternative would not generate any unavoidable adverse environmental effects.

#### **4.6 RELATIONSHIP BETWEEN SHORT-TERM USES OF THE ENVIRONMENT AND LONG-TERM PRODUCTIVITY**

Neither the Proposed Action nor No-Action Alternative would adversely affect the long-term productivity of any resource found in the local environment.

#### **4.7 IRREVERSIBLE OR IRRETRIEVABLE COMMITMENT OF RESOURCES**

Under the Proposed Action or No-Action Alternative there would be no significant irreversible or irretrievable commitment of natural resources. The amount of material required for any program-related activities, and energy used during the project would be small.

## **5.0 CONSULTATION AND COORDINATION**

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## **8.0 REFERENCES**

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